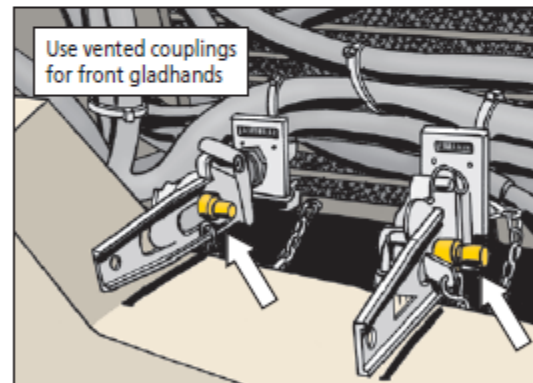




Ever had problems with your FMTV brakes locking or the parking brake failing to engage or disengage? It could be that the front gladhands have been replaced with the wrong part.

On FMTVs, the front gladhands must be vented to allow excess air pressure to escape from the brake lines. So when replacing the front gladhands, be sure to use the dummy coupling with the vented outlet, NSN 2530-01-477-6586. **Do not** use the same gladhand dummy couplings that are installed on the rear of the truck.

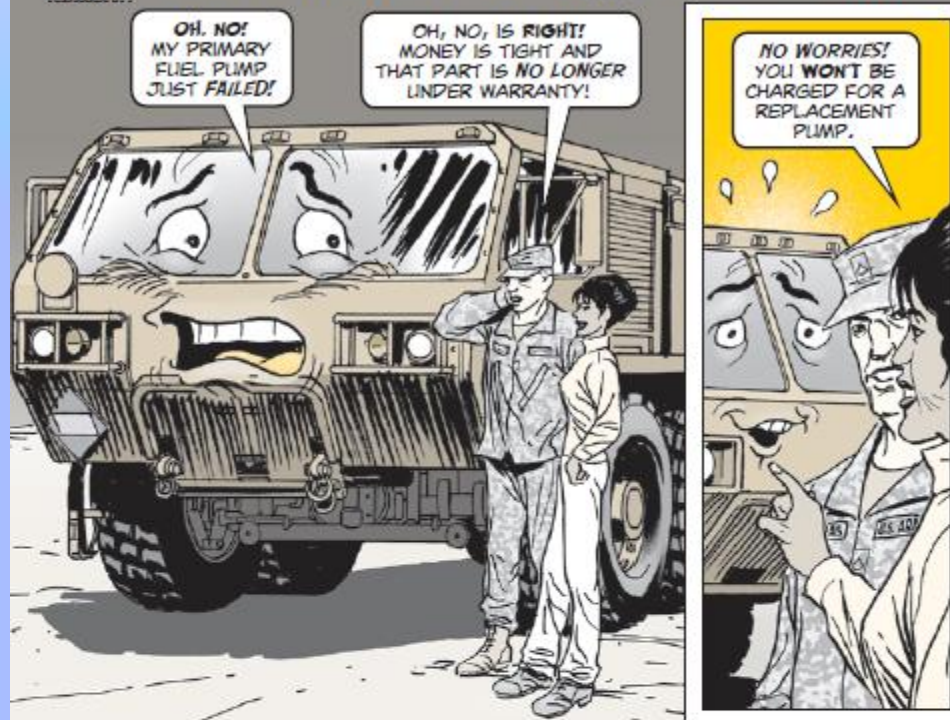


Another reason for locking brakes is a corroded check valve. A continuous flow of air out of the front gladhand's vent leads to corrosion in the gladhand's one-way check valve. That causes the check valve to stay open. Air will continue to flow through the gladhand, even after the excess pressure is vented. That's not supposed to happen, and your FMTV is considered NMC until the check valve, NSN 4820-01-443-5012, is replaced.

One easy way to stop the corrosion is to service the air dryers on your vehicle every 12,000 miles or annually, like the TM tells you.

M978A4
HEMTT
Tanker...

PUMP ELIGIBLE FOR **FREE** REPLACEMENT



Is your M978A4 HEMTT tanker out of warranty? Well, good news! If the primary fuel pump, NSN 4320-01-579-1044, fails, you can still get a free replacement pump! Just submit a PQDR to:

warrantyclaims@defense.oshkoshcorp.com and dami_tacomdrs@conus.army.mil

Oshkosh Defense Corporation will want a completed warranty claim request form, too. Get the form by contacting their service manager, Chris Schweitzer, at (920)235-9151, ext. 25744 or e-mail: cschweitzer@defense.oshkoshcorp.com



OR YOU CAN GO THROUGH THESE CONTACTS WITH PM HEAVY TACTICAL VEHICLES FOR ASSISTANCE...

Kenneth Freeman,
kenneth.freeman5.civ@mail.mil

David Sultini,
david.d.sultini.civ@mail.mil

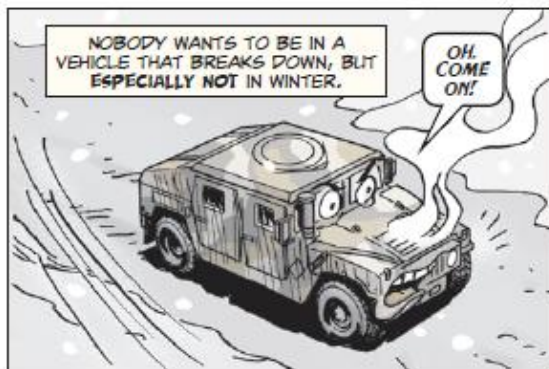
Thomas Hughes,
thomas.w.hughes83.civ@mail.mil

Stephen Pedersen,
stephen.l.pedersen.civ@mail.mil
Carl S. Osterlund,
carl.s.osterlund.civ@mail.mil

Safety... TACKLING OLD MAN WINTER!

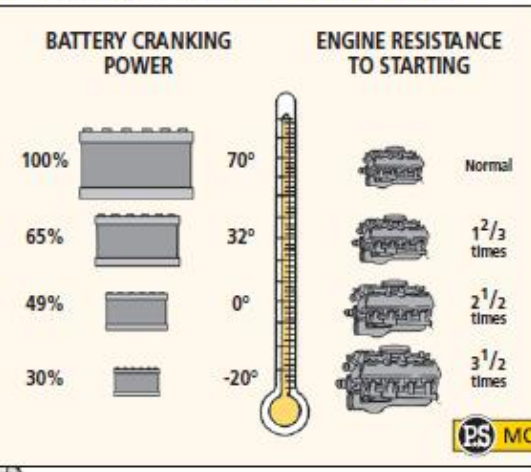
NOW THAT WINTER'S BACK, I'LL BE ABLE TO WREAK HAVOC AND CAUSE GRIEF ALL OVER AGAIN!

AND THERE'S NO ONE WHO CAN STOP ME!



- Winterize vehicles in September or early October, before the coldest weather sets in.
- Do PMCS by the book—your vehicle's TM. Check the following:
 - **Engine coolant.** Make sure the coolant is the recommended mix of antifreeze and water.
 - **Oil.** When the outside temperature changes, it affects the internal engine temperature, so use the right oil for current conditions.
 - **Battery.** Its life can be cut up to 30 percent shorter in winter. Daily start-ups can help recharge and extend battery life if you run the engine long enough. Aim for 30 minutes as an average. See more specific winter battery care tips on Pages 10-11 in PS 696 (Nov 10):

<https://www.logsa.army.mil/psmag/archives/PS2010/696/696-10-11.pdf>

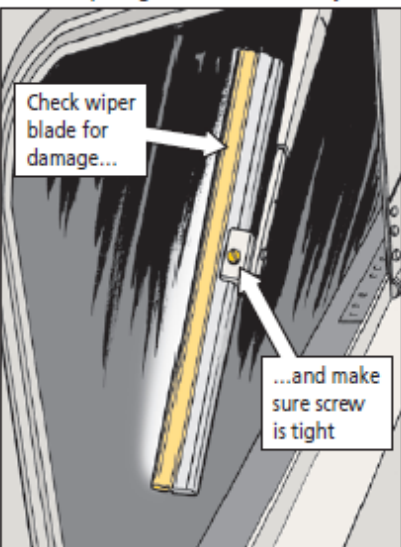


- **Lights, defroster and heater.** Make sure all components are working.

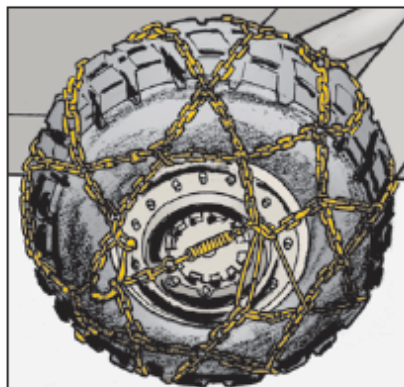
- **Tire-tread depth.** Check that it's within measurements.



- **Tire pressure.** Inflate tires to your vehicle's recommended psi. Properly inflated tires can help you gain better traction in wet or snowy conditions.
- **Brakes.** Ensure the brake lines and hoses are serviceable and brake fluid is at the proper level.
- **Windshield wiper blades and fluid.** Replace worn blades and fill the wiper fluid reservoir. Take time to clean the windshields, too. Precipitation and salt buildup on glass reduces visibility.

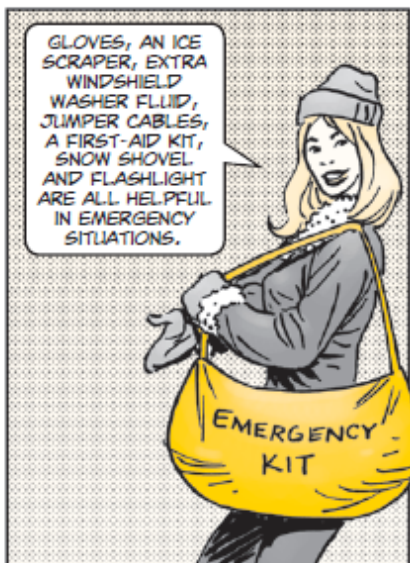


- **Basic Issue Items (BII).** Ensure BII inventory is complete and all items are in your vehicle.
- **Tire chains.** Verify they are the right size and in good condition. When you use chains, make sure they are properly installed. Remove slack. Loose chains can damage tires and axle components.



Install chains in ice and snow

- **Emergency kit.**



On the Road

- When starting out, accelerate slowly with the front wheels pointed straight ahead. If road conditions deteriorate, don't overreact with quick starts, turns or stops.
- Keep your speed down and increase following distance behind other vehicles. A four-second gap is the minimal interval on slippery roads.
- Don't be overconfident. Even four-wheel drive vehicles slide on ice.
- Apply brakes with steady pressure to help prevent locked wheels and skids. If your vehicle starts skidding, lightly turn into the skid and ease your foot off the gas pedal until you regain control.
- Check and understand road conditions. Know the differences. Vehicle operations may start out as GREEN or AMBER, but could change to RED or BLACK during your mission.

Never slam on the brakes! Front wheels lock with heavy braking and you lose steering.



Road Conditions Refresher

GREEN: Road conditions normal.

AMBER: Military vehicles will not be driven on roads except for essential official business. Commander may be directing authority.

RED: Same as amber, except directing authority is officer with O-5 rank or above. Government vehicles required to travel will use tire chains or other similar devices designed for heavy snow conditions.

BLACK: Roads generally impassable due to landslides, washouts, ice, etc. All government owned/leased/operated vehicles prohibited from movement. Commanders O-6 or above may authorize emergency vehicles to operate after risk assessment. If snow or ice caused the road conditions, tire chains or similar are required.

Note: Check with your garrison or installation safety office for current road conditions. For more information on PMCS and other vehicle-related topics, check out the USACRC Driver's Training Toolbox at:

<https://safety.army.mil/drivertrainingtoolbox/>